





















## CANOPIC, CRETIC AND AFRIC

EARLY this year the new Shaw Savill liner *Canopic* entered service, while a couple of weeks later another Tyne-built ship, the *Cretic*, was launched for the same owners. The *Canopic*, which is a twin screw motor-ship fitted for the carriage of refrigerated cargo, was launched last June by Vickers-Armstrongs Ltd., Walker-on-Tyne. Delivered in December, she left London on January 9th on her maiden voyage to Auckland. Her sister *Cretic*, launched on January 25th, is the work of a nearby shipyard, that of Swan Hunter & Wigham Richardson Ltd. Both ships are very similar to an earlier pair, the *Cedric* and *Cymric*, which were built at Belfast in 1952-53. The *Canopic* is of 11,166 tons gross and measures 481 ft. in length b.p. by 69 ft. breadth mld. by 33 ft. 4½ in. depth mld. to upper deck. Her d.w. capacity is approximately 11,500 tons and she has a cargo capacity of 640,000 cu. ft. of which 300,000 is insulated. Two Harland & Wolff type opposed piston engines give a service speed of 16 knots at 14,300 s.h.p., with an extra 2½ knots when required.

The newly completed ship is of fo'c'sle and bridge deck type, the latter structure being extended to the after end of No. 4 hatch. Inevitably there are some minor differences which distinguish her from her predecessors. One is that she has rather more insulated space in the 'tween decks amidships. Another lies in the shape of some of the stanchions. One of these, abreast the funnel, is now curved and made much wider. The appearance of the bridge front has also been improved, by giving a similar sweeping curve to the forward thwartship edge of the leading stanchion. Small items these, but they do improve the appearance.

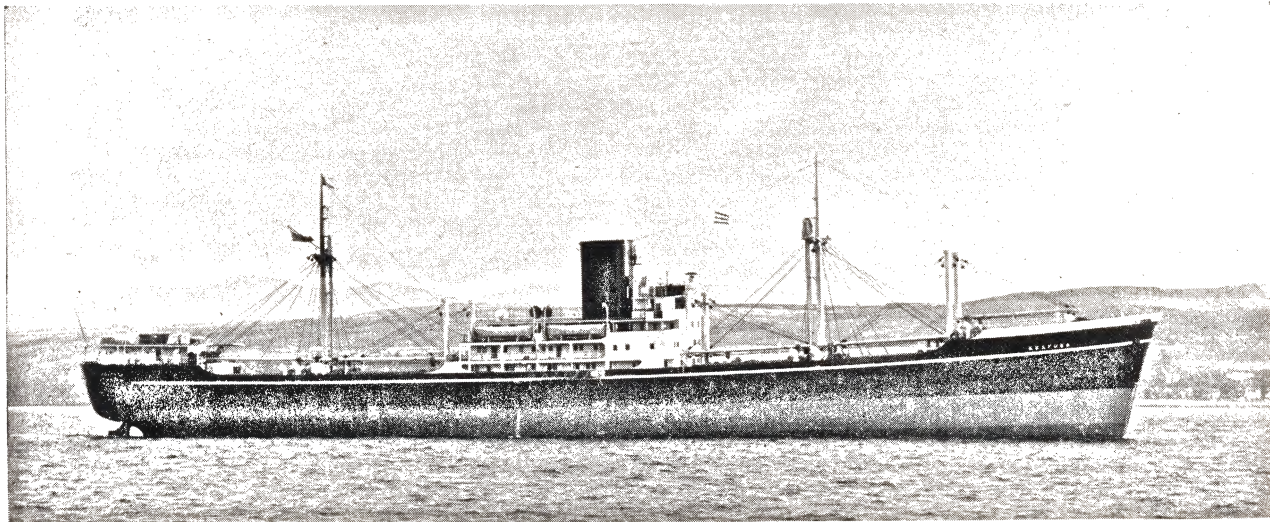
masted ship of generally similar size and equally well known on the Atlantic, was with the White Star Line from 1903 to 1923.

Another change in the Shaw Savill fleet concerns the little 3,364 ton m.v. *Afric*. This ship, built for the Prince Line in 1950, was chartered to the Shaw Savill Line while under construction and, in consequence, was never given a "Prince" name. Now that her period of service on the Australian-East African service is up, it is announced that she is to be renamed *Scottish Prince*. She will now probably be employed on her owners' Mediterranean service.

## ARAFURA

The Eastern & Australian Steamship Co. Ltd. have recently taken delivery of the turbine steamer *Arafura*, 9,300 tons gross, which was been designed for their Far Eastern services. The ship which loaded outward cargo at Liverpool, sailed from there on January 19th for Australia, and it is unlikely that she will be seen again in the U.K. Built and engined by Barclay Curle & Co. Ltd., she measures 482 ft. in length by 63 ft. breadth by 39 ft. depth. A set of geared turbines taking steam from

# SHIPS



Above : The Eastern & Australian S.S. Co. Ltd.'s new turbine steamer "Arafura." Photo by courtesy of the owners

Opposite : The Shaw Savill liner "Canopic." Photo by courtesy of the owners

With the exception of the *Southern Cross* it will be noticed that the Shaw Savill line is now using traditional White Star names for their new vessels. The previous *Canopic* was a single funnelled, two masted passenger ship of 12,268 tons. Built in 1900 as the Dominion liner *Commonwealth*, she was bought by the White Star Line three years later. Renamed, she remained under their ownership until 1925 when she was scrapped. The *Cretic*, a four

two watertube boilers give her a service speed of 14 knots. The ship is of awning deck type and has a deadweight capacity of 10,800 tons. There are five holds, the three forward of the machinery space having two tiers of 'tween decks, the others one. The *Arafura* is designed rather for the carriage of general cargo, so only a small amount of her space—some 30,000 cu. ft.—is insulated. Her derrick equipment is elaborate, there being eight of 5 tons, eight

























































